BookletChart™
Puerto Rico and Virgin Islands
NOAA Chart 25640

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker

Included Area
What are Nautical Charts?
Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart?
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status
This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)
Canal de la Mona (Mona Passage), 61 miles wide between the W end of Puerto Rico and the E end of Hispaniola, is one of the principal entrances to the Caribbean Sea. Three small islands are located in the passage: Isla de Mona and Isla Monito about midway in the S part, and Isla Desecheo about 12 miles W of the extremity of Puerto Rico in the N part. On the W side of Canal de la Mona, a bank extends from Cabo Engano, the E extremity of Hispaniola, for 23 miles, with a least depth of 26 fathoms. Depths of 5 to 20 fathoms have been reported on the bank about 7 miles SSE of Cabo Engano (chart 25008). Strong tide rips and heavy swells, caused by the meeting of contrary currents, are visible for many miles and mark the position of this bank. On the E side of the passage, an extensive bank makes off from the W coast of Puerto Rico extending up to 15 miles offshore. The W coast of Puerto Rico is described later in this chapter.

Currents—Tidal currents set generally S and N through Canal de la Mona. Varying nontidal flows, depending to a great extent upon the velocity and direction of the wind, combine with the tidal current. An average nontidal current of about 0.2 knot setting approximately NNW is generally experienced during all seasons. In summer, when the trade wind has slackened and blows more from the E and ESE, a strong countercurrent sets E off the S coast of Hispaniola. This countercurrent occasionally induces a N set in the passage.

A 3.5-knot current, setting approximately WSW, has been reported in the passage N of Isla de Mona. Observations made on the NW edge of the bank about 13 miles W of Punta Guanajibo, Puerto Rico, gave a velocity of about 1 knot for both S and N strengths. The tidal currents also set with considerable velocity, especially near the shore S of Cabo Engano, where they have been reported to set with a velocity of 3.5 knots during the month of May, with ebb currents setting NE for 3 hours and flood currents setting SW for 9 hours. The duration of these currents has also been reported to be the reverse, and at other times to be of the usual duration of 6 hours.

The passage presents little difficulty in navigation, except that caution must be used in the vicinity of Isla Saona off the SE coast of Hispaniola, which is low and foul. This island should be given a berth of at least 6 miles. Heavy squalls may be expected in the passage, particularly in the summertime.

Most of the Virgin Islands are situated on the S side of Virgin Bank which extends in an E and ENE direction for 86 miles from the E end of Puerto Rico. For about 50 miles the bank trends E, averaging 25 miles in width, and then swings slightly ENE, increasing in width to 32 miles. It terminates close beyond the SE extremity of Anegada Island in a point several miles wide.

The bank is an ocean shelf, with abrupt drops in depths near its edges. On the N side of the island group, W of 64°40’W. and within half a mile of the islands, the general depths range from 18 to 40 fathoms except for the outlying banks. E of this line, the depths gradually decrease until soundings of 6 fathoms are found about 0.8 mile off the W end of Anegada Island. On the S side of the island group, the depths differ considerably from those on the N side. The S side is bold and wall sided, and lies from 1 to 7 miles off the islands; general depths of 8 to 33 fathoms are found in this area. Close within the outer edge of the bank is a narrow ledge of coral that extends almost unbroken from Horse Shoe Reef, at Anegada Island, to Isla de Vieques. This ledge, about 200 yards wide, has depths of 11 to 19 fathoms.

Whale Banks, about 13 miles N of Tortola Island and 15 miles W of Anegada Island, are two patches with depths of 12 to 20 fathoms on the N bank and a least depth of 10 fathoms on the S bank. Turtle Head, a coral reef covered 6 fathoms, is about 10 miles N of Jost Van Dyke Island and 13 miles NW of Tortola Island. Barracouta Banks about 8 miles NW of Jost Van Dyke, consist of several patches covered by 11 to 20 fathoms. Kingfish Banks, about 5 miles NNE of Jost Van Dyke Island, are two coral patches with 8 fathoms over them.

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U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans Commander 8th CG District (504) 589-6225
New Orleans, LA
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov.
HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, affect navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following storms. Fixed aids to navigation may have been damaged or destroyed. Buoy positions may have moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperable. Mariners should not rely upon this position or operation of an aid to navigation. Termed and submerged obstructions may have been replaced from charted locations. Pipelines may have been uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report any navigational obstructions and hazards to navigation to the nearest United States Coast Guard unit.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three-Nautical Mile Line was previously identified as the outer limit of the Territorial Sea, is maintained, as it continues to provide the jurisdictional limit of the other laws. The 3-Nautical Mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Panhandle Texas, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SOUNDINGS IN FATHOMS

Note: Chart grid lines are aligned with true north.
HEIGTHS
Heights in feet above Mean High Water.

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-434-8907 (toll free), or to the nearest U.S. Coast Guard facility if two-way communication is impossible (33 CFR 151).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Temporary changes or defects in aids to navigation are not included on this chart. See Local Notices to Mariners.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the National Geospatial-Intelligence Agency, Geological Survey, Corps of Engineers, U.S. Coast Guard, and British Admiralty charts.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:435808. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
NOTE 3
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 226-229. Additional information concerning the regulations and requirements for use of the area may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE 5
CAUTION
The area within a 4-mile radius of Limestone Bay Channel Entrance Lighted Buoy 2 is constantly crossed with very large tank vessels. All vessels are advised to slow, sound tank vessels and use extreme caution in and near this 4-mile area.
See U.S. Coast Pilots for additional information.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 70 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

- San Juan, PR: WJJO-75 162.500 MHz
- Monterey, CA: WJJO-06 162.520 MHz
- St. Thomas, VI: WDDA-94 162.475 MHz

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Note: Chart grid lines are aligned with true north.
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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart updates (LNMM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents — http://tidesandcurrents.noaa.gov
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center — http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
National Hurricane Center — http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center — http://ptwc.weather.gov/
Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

Twitter — For the latest news from Coast Survey, follow @NOAAcharts

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.